

Construction Method Statement

Project Title: Reading Library Relocation Project				
Project Number:		Document Control Number:		
Client: Reading Borough Council				
Location: Bridge Street, Reading, RG1 2LU				
	Position:	Name:	Signed:	Date:
Prepared by:	Project Manager	David Shore		
Approved by:	Contract Manager	Andy Cowlshaw		
Issued To:		Position:	Company:	

Contents

100% Safe

1. Project Particulars

Contract Title:	Reading Library
Contract No.:	22Y001
Outline of Works:	Phase 1 Decarbonisation Works Phase 2 Enabling Works Phase 3 Main Works Extension and refurbishment work on ground and first floor Phase 4 Completion works. Completion of the Library once the new customer service area is complete and decant has taken place.
Construction Start Date:	5th July 2024
Duration:	76 weeks
Sectional Handover Details (if applicable):	
Project Completion Date:	19 th December 2025

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Note:

This is a live document and will be revised during the course of the works in agreement with Reading Borough Council (RBC)

1. Method Statement

Communication of Construction Management Plan Requirements

The contents and requirements of the Construction Management Plan (CMP) will be communicated to all site worker, users, and visitors through the mandatory Site Safety Induction Procedure delivered prior to site access.

All suppliers will be informed of CMP pre-requirements at the pre-order stage to ensure they enter into agreement with full understanding of any restrictions placed upon them and their delivery drivers. This is fully documented and further monitored by the Morgan Sindall team on site. It is reiterated at Supplier Pre-Start Meetings.

Space on site where vehicles of site operatives and visitors can be parked with details of how site operatives and visitors will be required to make use of the parking area provided.

Parking space on site is very limited so the site will be providing the following parking provisions:

- 2No visitors' bays
- 1No disabled bay
- Unloading area for tools and materials

All site staff and operatives will be required to use public transport and/or local off street pay and display public parking. The unloading area that will be provided on site can be used by subcontractors to drop off tools and equipment but will not be used for long term parking.

In addition, we shall liaise with the building manager to discuss an allowance for site parking in the existing basement car park.

Location for storage of plant and materials used in constructing the development.

The phased logistics plan identifies areas to be utilised for the storage of plant and materials.

The project will be managed using space inside the building to provide welfare, office and general storage spaces for materials and equipment. Care will be taken to ensure that materials are managed on a "just in time" basis to avoid over burdening the site with excessive storage. As required, additional external storage will be provided with security containers for specialist trades (eg external glazing)

The erection and maintenance (including removal of any graffiti or fly posters) of security hoarding around the site.

The location of the hoarding is shown on the logistics plan. This is likely to be a no dig solution such as the “go hoard” by Blok n` Mesh and will be erected and dismantled by a specialist contractor. Alternatively, we shall try and include the temporary hoarding foundations into the permanent works. The hoarding system will be PVC coated which is easily cleaned and one of the daily duties given to our traffic marshal and gate attendant will be to carry out an inspection of the boundary and quickly attend to any cases of graffiti and vandalism.

The site perimeter will be covered by 24H CCTV provided by an external contractor, the coverage will be displayed in the managers office and at CCTV contractors control station. Out of working hours, the camera system will provide the control station with alerts when the secure line around the site is broken.

The hoarding lines have been discussed and agreed with the necessary departments within RBC

Refer to Construction Traffic Strategy and Management Plan contained in Appendix A

Identification of any footpath closures or road closures needed during construction.

The Highways Authority will be consulted in all aspects of road and footpath closures to ensure that appropriate plans are agreed.

Road Closures – crane operations will be required to erect the new building extension and to deal with envelope works and these may require road closures on a short-term basis to ensure these works are undertaken safely. MSC will work closely with RBC Highways to share these plans and collectively come up with a workable solution.

A proposal for craneage and offloading has been planned and agreed with RBC and the necessary temporary closures to the highway will be covered by application of a TTRO

Refer to Construction Traffic Strategy and Management Plan contained in Appendix A

Footpath closures – are likely to be required in order to construct the works safely. Again, these will be communicated and planned with RBC Highways to ensure public safety is maintained including temporary access arrangements for staff and visitors to the building.

Localised footpath closures adjacent to soft landscaping to perimeter of building required for the off-site planting of trees. These closures will be confirmed and agreed with RBC ahead of works.

A footpath closure on bridge St is required on Bridge Street for the main works, this agreement with RBC Street works will be confirmed by TTRO.

Refer to Construction Traffic Strategy and Management Plan contained in Appendix A

Required wheel washing facilities on site.

Due to the nature of the works we do not foresee a requirement for a fixed “drive thru” wheel wash facility on site.

The spread of dirt and arisings from site will be prevented by maintaining clean loading and unloading areas and a backup mobile wheel wash facility (pressure wash) will be provided on site as a backup. The intention is that site vehicles will not pick up dirt from site which is then spread to the local highway.

Our gate attendant will inspect the vehicles prior to leaving site and wash the wheels if necessary.

A scheme for recycling waste resulting from the construction works.

It is our company target for 2024 to ensure at least 96% of our waste generated on each project is recycled and diverted from landfill. In addition, we shall limit the amount of waste generated to a maximum of one tonne per £100K of value generated. To achieve this, we have engaged with our supply chain and have in place some initiatives such as our aim to eliminate single use plastic.

Building materials such as plasterboard and plywood for use in the new works will be designed in standard sizes to prevent unnecessary off cuts. Where cutting is essential, we shall utilise the services of wood recycling projects where waste is removed for re use within the local community. In a similar way gypsum products will be carefully segregated and returned to source for recycling. Timber packaging and pallets will be returned with their delivery vehicles for use on future deliveries.

Measures for controlling the use of site lighting whether required for safe working or for security purposes.

Site lighting is essential for providing a safe workplace and for providing security during site shut down hours. Our strategy is to minimise the requirement as much as possible to control light pollution particularly during out of hours times.

We shall provide site lighting to adequately illuminate the works, this will be timer controlled using PIR sensors. This temporary lighting will be designed to avoid shining lights directly into adjacent properties. The lighting will be linked to the CCTV system in order to illuminate the site should our security be breached.

Required measures to control the emission of dust, dirt and other airborne pollutants during demolition and construction

During the works the site compound will be regularly swept including road sweeper visits to minimise dust and dirt build up, this will include the surrounding highways. As required, external surface dampening will be carried out to deal with migrated dust prior to sweeping.

Dust extraction attachment will be utilised on individual tools which cause the omission of dust. Collective measures within the building will be provided. This will be done by segregation screens, hoardings and collective dust extraction as required by the works. Extract fumes will be prevented using mains electrics for site supplies where possible.

Provisions to be made for the control of noise coming from the site during demolition and construction.

Noisy site operations shall be monitored using acoustic monitors at the site boundary to ensure noise levels are controlled. MSC will use a specialist environmental contractor to install the monitors in appropriate locations and set up the external monitoring portal which will give our site team access to live readings.

Within the live building segregation hoardings will be supplemented with acoustic barriers to minimise the noise transfer to live areas. We shall ensure that all plant is in good condition, well maintained and serviced to keep the noise omissions to a minimum.

Full details of pest control measures following any demolition required. Where necessary, capping of drains/sewers and baiting arrangements.

We are aware of an existing rat problem surrounding the building. We shall engage with pest control contractors to survey and control the site. We shall ensure our house keeping is in good order and covered skips are used to enable us to eliminate and control the situation.

2. Site Working Hours, Traffic Management & Road Cleanliness.

The site working hours are Monday to Friday 07:30–17:00 hours and Saturday 08:00–13:00 hours. No work shall take place on Sundays or public holidays. Any Traffic Management or works impacting the traffic flow over the weekend of 24th and 25th of August will be closed down due to the Reading Festival.

Deliveries will be coordinated to ensure no vehicles enter or leave site out of agreed hours.

All our gateman will hold the relevant tickets to ensure that they are qualified to carry out the duties of banking and directing vehicles in and out of site in accordance with the Traffic Management Plan. The banksman will wear an

orange hi-vis with Banksman clearly marked on the back. One main duty of the gateman will be to coordinate the access and egress from our site gate on Simmonds Street.

During the groundworks elements of work provision has been made for an appointed road sweeping company to attend site as required to ensure the access roads and public highway remains clean.

Refer to Construction Traffic Strategy and Management Plan contained in Appendix A

3. Loading, Unloading & Storage of Plant and Materials.

All off-loading of plant and materials will take place within the site compound. No unloading will take place on the public highway unless in exceptional circumstances and with prior agreement with the relevant Highway Authority.

All storage of materials and plant will be within the site boundary or in a separate compound and not on the public Highway. Suitably bunded and covered areas will be provided for fuel storage. Materials will be requested to be delivered 'just-in-time' to minimise the on-site storage requirements.

The swept path analysis has been carried out and shows a 7.5T rigid vehicle driving into the loading area from the Simmonds Street entrance. The reversing out of site will be done under strict control of a Traffic Marshall/banksman who will manage this operation back onto the public road.

Access to the Simmonds Street entrance will be restricted to rigid vehicles max 7.5T, this will accommodate all general deliveries.

Larger deliveries including steel, Façade materials and roof lights will be delivered to the Bridge Street elevation where we have agreed in principle a temporary bus lane closure. This has followed consultation with RBC street works and Reading Buses and shall be subject to a TTRO.

We will have limited access from the North to the South to distribute materials with pallet trucks or trolleys and this will be done by forming a tunnel in the scaffolding.

Our plans for off loading on Bridge Street shall be suspended on the weekend of August 24th and 25th 2025.

Cranage to the roof level plant area is planned to remove and replace existing mechanical plant. This is currently subject to an agreement with RBC and the landowner of Simmonds Street. Upon contract award we shall engage with a lifting contractor who shall produce a lifting plan to outline the crane details and the necessary access arrangements.

A swept path analysis will be carried out to demonstrate that the crane and associated delivery vehicles can access via Fobney Street and into Simmonds Street.

The re-surfacing works to be carried out in the street level visitor's carpark along the southern boundary will be completed once the site cabin arrangement is removed as part of our phase 4 plan. There are ongoing discussions with RBC on whether this work would be completed by white lining rather than block paving however in both instances these will be completed once the setup has been removed. These works are very minor in nature and is limited to re-arranging the surface parking bay markings. There will only be minor deliveries at this stage when the building is being completed/commissioned and these works will be planned in small working areas that are fully segregated from delivery vehicles.

We have Engaged with RBC To agree the principal of our traffic management, hoarding arrangement and in addition we have liaised with Reading Buses to agree the strategy for loading and unloading in the public highway. The application for a TTRO is currently in progress. As Part of this application, we shall engage directly with the key stakeholders including the Oracle Shopping Centre management team.

Included within our Construction Traffic Strategy and Management Plans Appendix A is our provisional plan of these works.

Refer to Construction Traffic Strategy and Management Plan and Site Plans contained in Appendix A for further details of delivery routes, turning of vehicles etc.

4. Waste Minimisation & Management & Control of Wastewater

The project will adopt the hierarchy of waste management of reduce, re-use, recycle. A site waste management plan (SWMP) will be prepared, and recycling data will be provided on a monthly basis. All waste removal will be undertaken by licenced waste carriers to approved recycling centres / waste transfer stations and records of all waste removed will be kept on an online system.

5. Hoardings and Site Security

The site perimeter, compound and storage area will be secured by hoarding. Particular attention will be given to the hoarding separating the existing Building and the construction site. This will be at an additional height to prevent and deter climbing over.

The Hoarding will be made up of a combination of a solid PVC coated system hoarding and herras fencing. This will be agreed with RBC Highway authority.

The hoarding line will change according to the construction phasing:

Due to the requirement of new structural works within the existing basement it is necessary to limit the number of parking bays. We shall form a secure

working area with temporary fencing and amend. We shall maintain the current one-way system excluding an area on the Northeast corner which will need to be modified.

Refer to Construction Traffic Strategy and Management Plan and Site Plans contained in Appendix A for further details of delivery routes, turning of vehicles etc.

The Site Perimeter will be inspected daily to ensure integrity in line with Morgan Sindall Safety Policy.

A temporary CCTV system will be installed to provide security to the site through the construction period. The remote security company operator will be alerted to any unauthorised activity. They can then issue a warning via sounders placed around site. The police will also be informed. A recording is automatically taken and sent via email to the Morgan Sindall site manager.

The CCTV will operate 24/7 and the remote monitoring will be from site close to site open, weekends, Bank Holidays and during any extended site closed periods.

6. Protection of Existing Structures and trees etc.

The existing Building will be protected by temporary traffic bollards to prevent potential vehicle collision.

Trees to be retained are to be protected with herras fencing as required by the arboricultural method statement.

7. Management of Existing Emergency Escape Routes

During the construction phase the existing building will continue with their emergency evacuation strategy. Access through the site to the muster point will be provided.

Access for emergency vehicles will be provided from the gate on Simmonds street.

8. Site Office / Welfare Facilities

We shall provide welfare facilities which will consist of temporary toilet and changing units. Office facilities & toilets plus canteen will be available within the existing building.

The facilities will comprise of site offices including a meeting room for co-ordination and site meetings, welfare facilities including a canteen/mess and toilets (all existing). Internet and e-mail facilities will be available on site.

The offices will meet the requirements of the Health and Safety Act and will include:

- Means of heating food (normally a microwave)
- Means of heating water (normally kettle or wall mounted instant hot water units)
- Drinking water supply
- Rest area for breaks away from the work area.
- Drying area/Changing area separated from rest area e.g. partition wall.
- Washing facilities ie. hot and cold-water including cleaning agents and drying facilities. Basins will be large enough to allow people to wash their face, hands and forearms.
- Toilet facilities for both male and female, the ratio being 25 employees to 1 toilet/washing facility.

9. Site Access / Egress

Pedestrian access will be via a turnstile gate from Simmonds Street. Vehicular access will also be provided from a vehicle gate on Simmonds Street. Both gates will be managed by a resident gate person and vehicle marshal.

Pedestrian entry/exit between the site compound and construction site will be via a biometric controlled turnstile so that a record of all personnel on site is available at any time. The footpath on the opposite side of the road will remain accessible to pedestrians.

Access to the roof level plant area shall be via the existing centre core lift shaft. The Works will be allocated a lift car which will be protected internally, and this shall provide access to the second floor. The final level will be accessed via the centre core stair which is under access control.

New structural works within the existing basement have been considered and addressed within our logistics plan. We shall segregate our work area with temporary fencing restricting the number of car parking bays available. Existing access routes to the parking bays shall maintain where possible in the current one-way system layout. Directional signage shall be used where required to safely access the remaining bays,

Under Ground Car Park Access

We have a logistics plan that identifies the areas we will likely need to take ownership in the basement. We have discussed the need to temporary fence (and acoustically line these areas). The works involve piling & some groundworks. This involves navigating plant into the basement via Simmonds Street under the control of a traffic marshal and our works will include forced plant extract ventilation.

In appendix A we have shown the working areas required and how the parking and pedestrian traffic will be routed while the works are in progress. The car park is an occupied space, and our works shall be totally segregated using a solid hoarding which will include access control for site operatives only and will also include appropriate safety and directional signage for car park users. Car park users will continue to use the existing pedestrian routes within the car park.

South Car Park Dis-abled Bay parking access

At the end of the project the existing visitor's car park will be re arranged into 3 No. car parking spaces. This work is to be done by adding thermos white plastic lining on top of the existing paving. This is a half day activity and will be completed on a Saturday when there shall be no construction deliveries and no requirement for pedestrian access to the project.

These works shall be protected using herras fencing which shall be removed at the end of the shift.

Refer to Construction Traffic Strategy and Management Plan and Site Plans contained in Appendix A for further details of delivery routes, turning of vehicles etc.

10. Client & Stakeholder Liaison

During construction, fortnightly meetings to inform the Client team on progress, agree plans for completion including testing, training, and familiarisation and decanting into the new school.

A weekly meeting with the Client team is proposed to review upcoming works and when appropriate to include training and familiarisation. Training and familiarisation activities will begin approximately three months prior to handover, with site tours, demonstrations, and use of a sample rooms.

The site will be registered with the Considerate Construction Scheme.

11. Key Activities / Considerations

Morgan Sindall has identified the following key activities and considerations:

- Erection & dismantling of perimeter hoarding and fencing – Key considerations are ensuring adequate height and secure connections along public interfaces.
- Access to the site – A designated gate for site traffic and suitable logistics area will be erected.
- Groundworks and demolition– Morgan Sindall will dampen down the works to suppress dust, all machinery will be maintained on a regular basis to avoid unnecessary fumes and no noisy activities will be carried out outside normal working hours.

- A CAT scan will be carried out prior to any excavation taking place. This is in addition to the sub-scan survey that has already been undertaken.
- There will be no burning of materials on site.
- Lifting operations – All lifting will be by a single designated mobile crane located to suit a prepared lifting plan. Lay down areas for the materials to be lifted will be managed to avoid any over sailing of any buildings.
- Service Connections – Key consideration is to avoid uninterrupted disruptions to live services, all connections will be planned and the relevant permit to work implemented.
- Hoarding changes and realigning will be planned so there can be no uncontrolled site access and no opportunities for any intruders to enter the construction site.

12. Emergency Contact Details

In the event of an emergency please contact:

- David Shore, Morgan Sindall - Project Manager. 07812 519080
- Charlotte Brown, Morgan Sindall – Site Manager. 07974 866333

Appendices

Appendix A: *Construction Traffic Strategy and Management*

Reading Borough Council – Library Relocation

Appendix A – Construction Traffic Strategy and Management plan

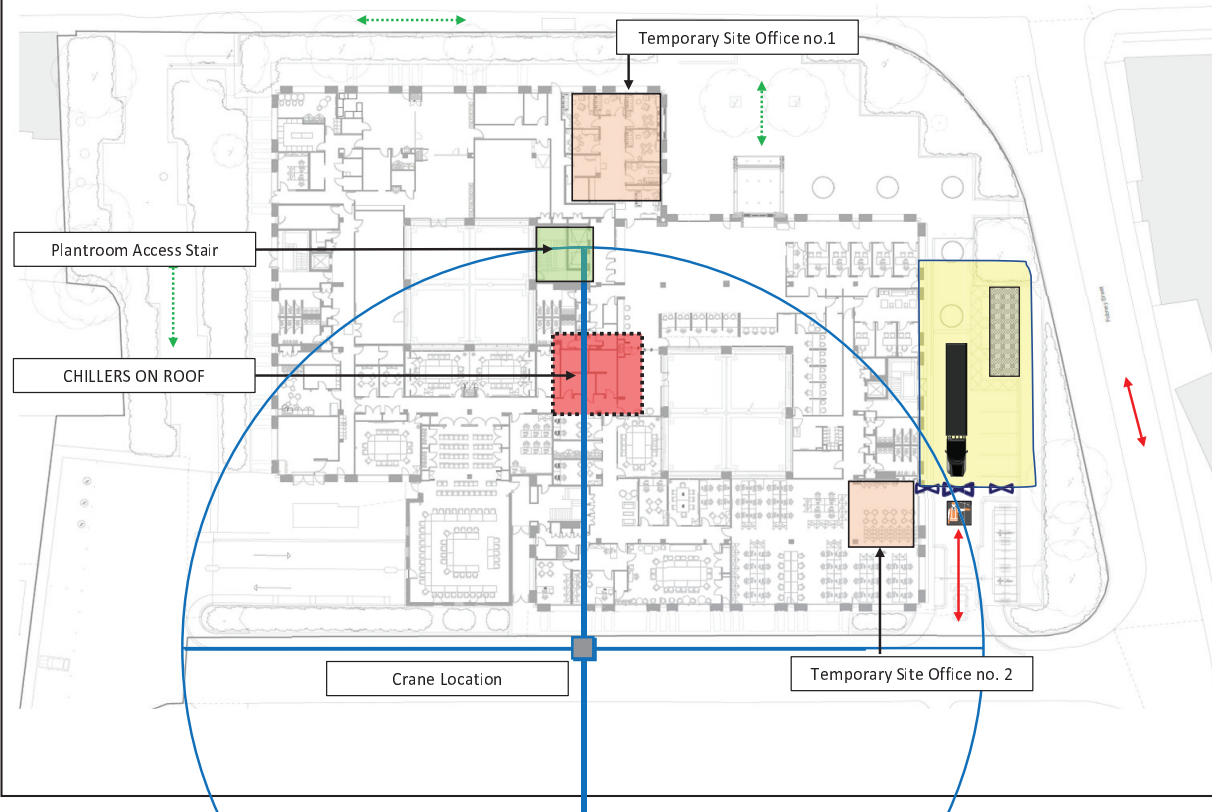
Phase 1
DECARB Logistics

PHASE 1 – DECARBONISATION – LOGISTICS

CONSTRUCTION
LOGISTICS PHASE 2

-  PUBLIC VEHICLE ACCESS
-  SITE VEHICLE ACCESS
-  PUBLIC PEDESTRIAN ACCESS
-  HOARDINGS
-  GATE
-  SITE PEDESTRIAN ACCESS
-  MATERIAL STORAGE
-  UNLOADING ZONE
-  HERAS FENCING
-  RHINO BARRIERS
-  EXTERNAL WORKS
-  SITE COMPOUND
-  CONSTRUCTION AREA
-  SCAFFOLDING
-  SITE OFFICE
-  STAIR AREAS
-  BANKPERSON

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CONSTRUCTION



PHASE 1 – DECARBONISATION – LOGISTICS ROOF LEVEL

DRAWING TITLE
CONSTRUCTION LOGISTICS PHASE 1

KEY:

-  PUBLIC VEHICLE ACCESS
-  SITE VEHICLE ACCESS
-  PUBLIC PEDESTRIAN ACCESS
-  HERAS
-  GATE
-  SITE PEDESTRIAN ACCESS
-  MATERIAL STORAGE
-  UNLOADING ZONE
-  HERAS FENCING
-  RHINO BARRIERS
-  EXTERNAL WORKS
-  SITE COMPOUND
-  CONSTRUCTION AREA
-  STAIR ACCESS
-  WORK AREA
-  BANKPERSON

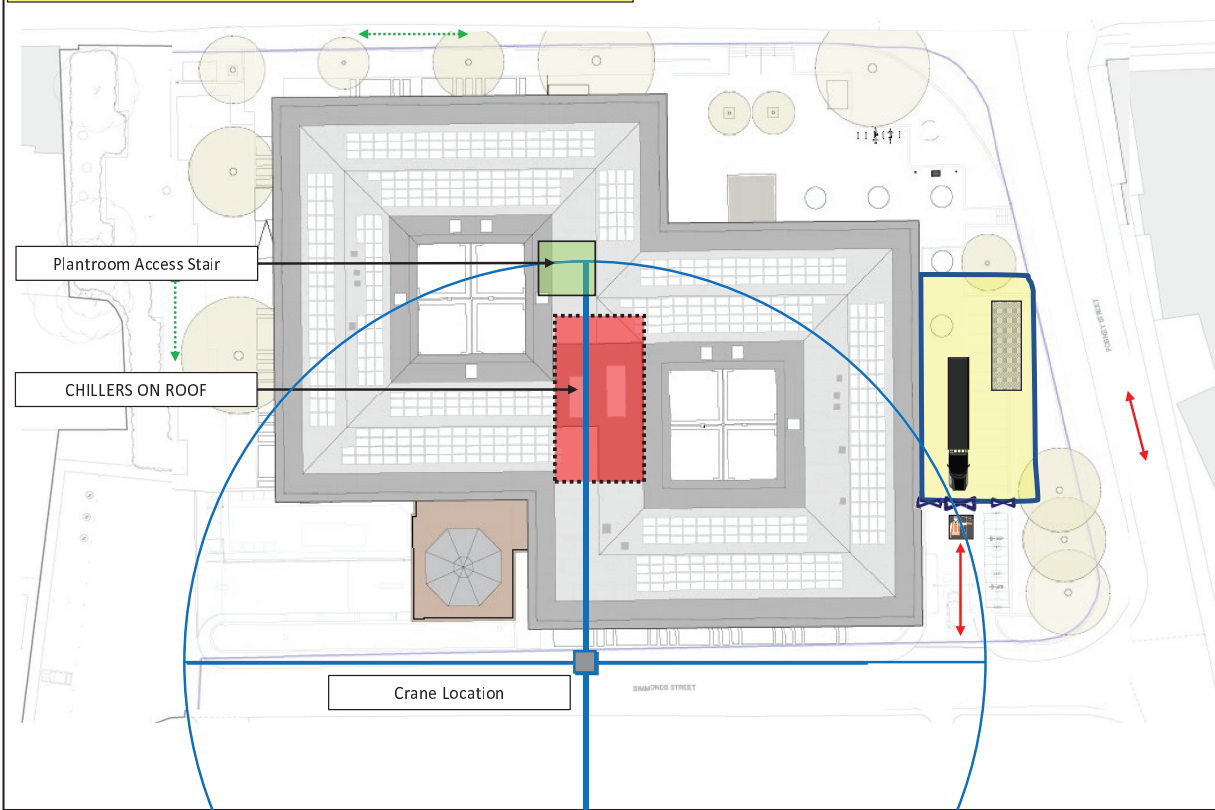
**MORGAN
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CONSTRUCTION

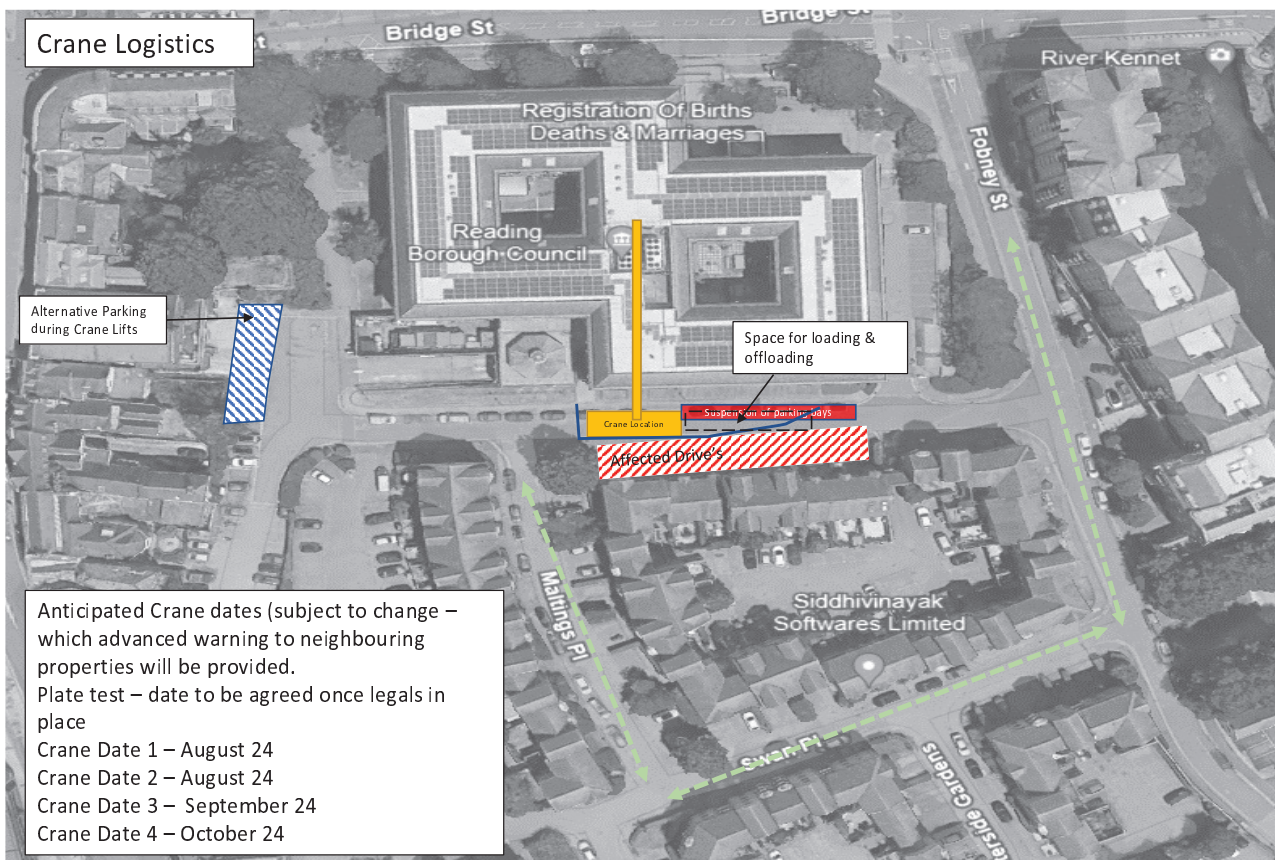
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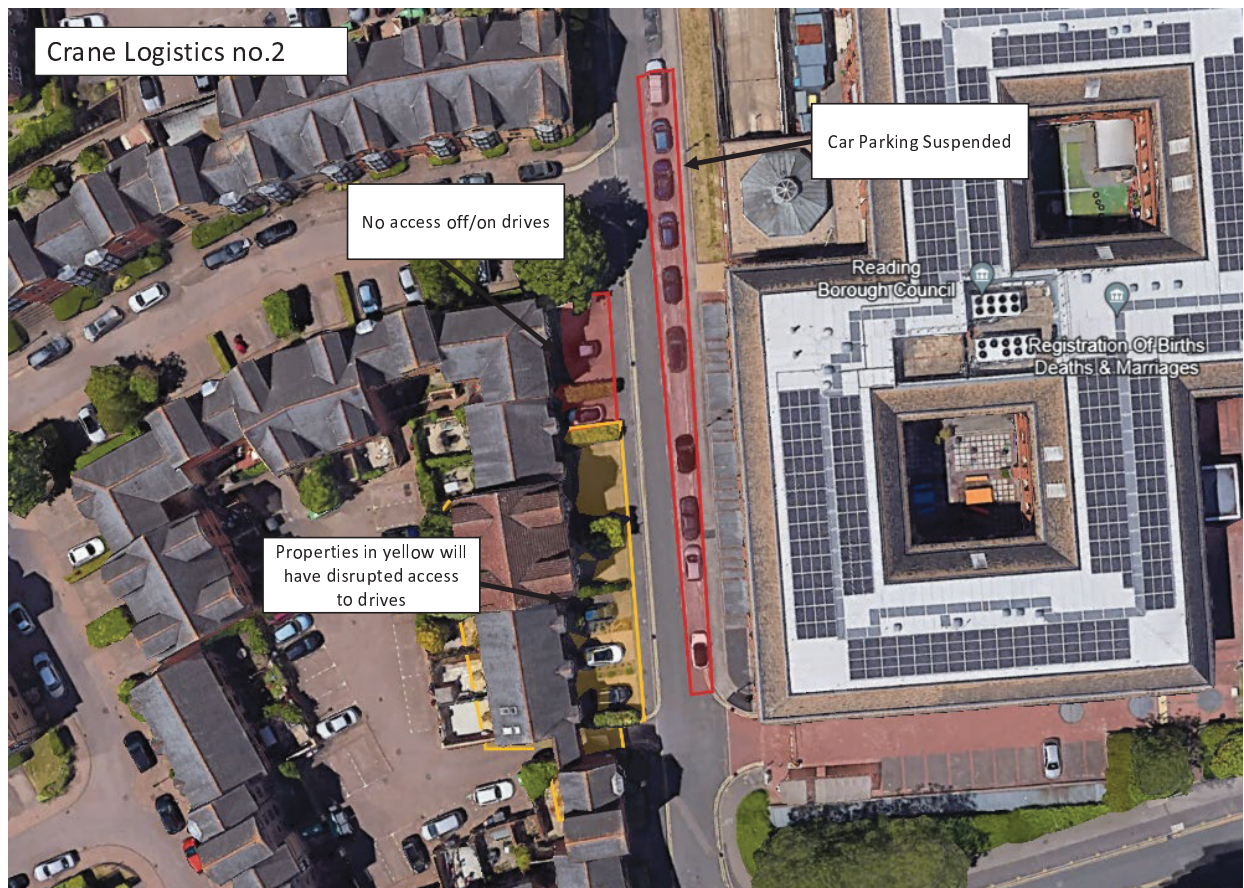
Plantroom Access Stair

CHILLERS ON ROOF

Crane Location







Crane Logistics no.2

No access off/on drives

Car Parking Suspended

Reading
Borough Council

Registration Of Births
Deaths & Marriages

Properties in yellow will
have disrupted access
to drives



Swept Path Analysis for crane arrival and Rigging.

The crane will drive into Simmonds St and turn at the hammer head and drive out



Swept Path Analysis for Crane Deliveries (note only applicable to 4 approved occasions)

Mechanical deliveries only with all roads and vehicle movements controlled by qualified Traffic Marshall. The existing parking bays will remain active during the vehicle movements with no requirement for parking suspension.

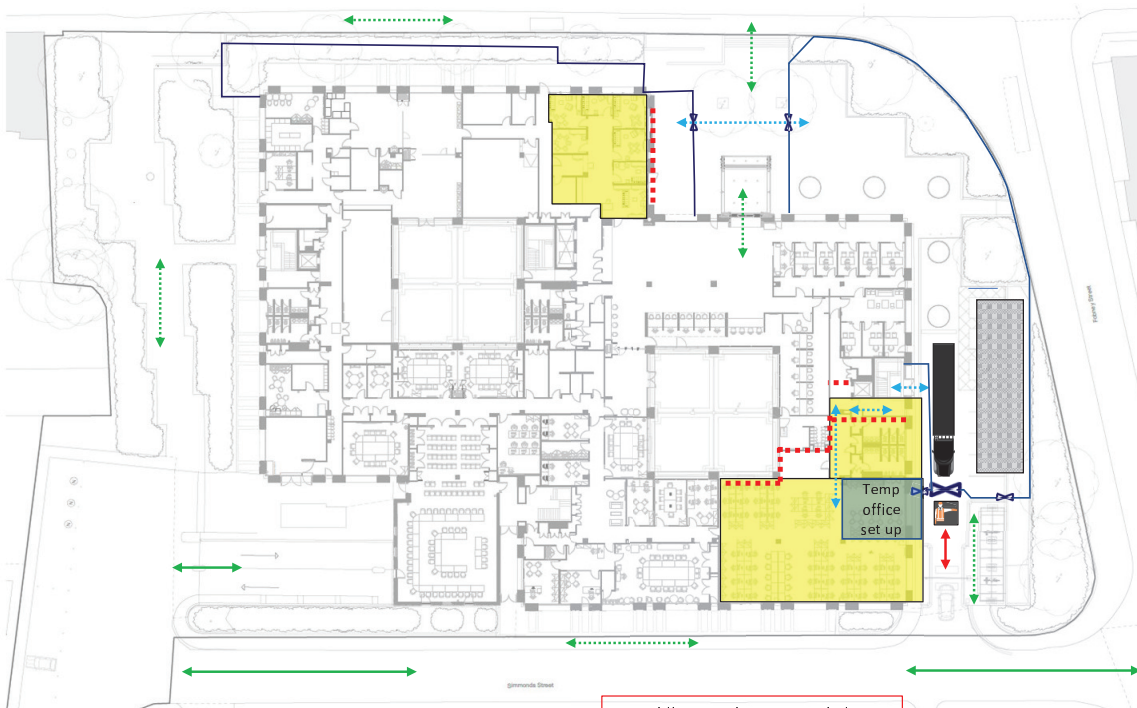


Swept Path Analysis for Simmonds St car park deliveries

Access with construction vehicles will be required from August 24 – December 25. This will be in and out of the site entrance. It's anticipated that we will have on average 10no. Construction Vehicles a day utilising this route.

Phase 2 Enabling Works Logistics

PHASE 1 – ENABLING WORKS – GROUND FLOOR



Enabling Works – Ground Floor
Completion of Registrar & Temp
Customer Services

DRAWING TITLE

Enabling Works Logistics
Ground Floor

Enabling Works Logistics

Ground Floor

KEY:

- PUBLIC VEHICLE ACCESS
- SITE VEHICLE ACCESS
- PUBLIC PEDESTRIAN ACCESS
- HOARDINGS
- GATE
- SITE PEDESTRIAN ACCESS
- MATERIAL STORAGE
- UNLOADING ZONE
- HERAS FENCING
- RHINO BARRIERS
- NEW TARMAC
- SITE COMPOUND
- CONSTRUCTION AREA
- SCAFFOLDING
- TEMPORARY BIN STORE
- EXCLUSION ZONE
- WHEEL WASHING AREA
- LOADING BAYS
- CABIN STAIRCASE
- CEMENT SILOS
- BANKPERSON
- FR Temp Hoarding

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CONSTRUCTION

-  PUBLIC VEHICLE ACCESS
-  SITE VEHICLE ACCESS
-  PUBLIC PEDESTRIAN ACCESS
-  HOARDINGS
-  GATE
-  SITE PEDESTRIAN ACCESS
-  MATERIAL STORAGE
-  UNLOADING ZONE
-  HERAS FENCING
-  RHINO BARRIERS
-  NEW TARMAC
-  SITE COMPOUND
-  CONSTRUCTION AREA
-  SCAFFOLDING
-  TEMPORARY BIN STORE
-  EXCLUSION ZONE
-  WHEEL WASHING AREA
-  LOADING BAYS
-  CABIN STAIRCASE
-  CEMENT SILOS
-  BANKPERSON
-  FR Temp Hoarding

 BANKPERSON

 FR Temp Hoarding

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Access

Access with construction vehicles will be required from July 24 – December 25. This will be in and out of the site entrance. It's anticipated that we will have on average 10no. Construction Vehicles a day utilising this route.

PHASE 1 – ENABLING WORKS – FIRST FLOOR

Lift's will be used to gain access to Chief Executive office on 2nd floor

ALL NOISY ACTIVITY TO BE COMPLETED WITHIN THIS AREA TO REDUCE IMPACT ON BUILDING USERS

MASU can move wall partitions works complete

Shared Access Areas

Loading bay – Vertical & horizontal by subcontractors

DRAWING TITLE ENABLING WORKS -1ST FLOOR

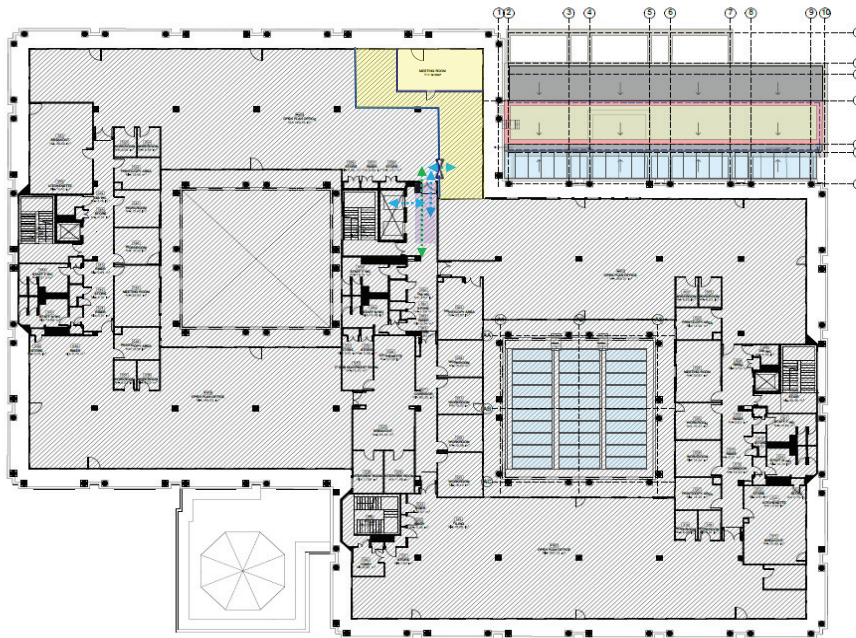
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	SITE VEHICLE ACCESS
	PUBLIC PEDESTRIAN ACCESS
	HOARDINGS
	GATE
	SITE PEDESTRIAN ACCESS
	MATERIAL STORAGE
	UNLOADING ZONE
	HERAS FENCING
	EXTERNAL WORKS
	SITE COMPOUND
	CONSTRUCTION AREA
	SCAFFOLDING
	COMPLETED AREAS
	HAKI STAIRCASE
	LOADING BAYS
	CABIN STAIRCASE
	BANKPERSON

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PHASE 1 – ENABLING WORKS – 2nd Floor FLOOR

Lift's will be used to gain access to Chief Executive office on 2nd floor from free 1st floor space



DRAWING TITLE

ENABLING WORKS – 2ND FLOOR

KEY:

- PUBLIC VEHICLE ACCESS
- SITE VEHICLE ACCESS
- PUBLIC PEDESTRIAN ACCESS
- HOARDINGS
- GATE
- SITE PEDESTRIAN ACCESS
- MATERIAL STORAGE
- UNLOADING ZONE
- HERAS FENCING
- EXTERNAL WORKS
- SITE COMPOUND
- CONSTRUCTION AREA
- SCAFFOLDING
- COMPLETED AREAS
- HAKI STAIRCASE
- LOADING BAYS
- CABIN STAIRCASE
- BANKPERSON

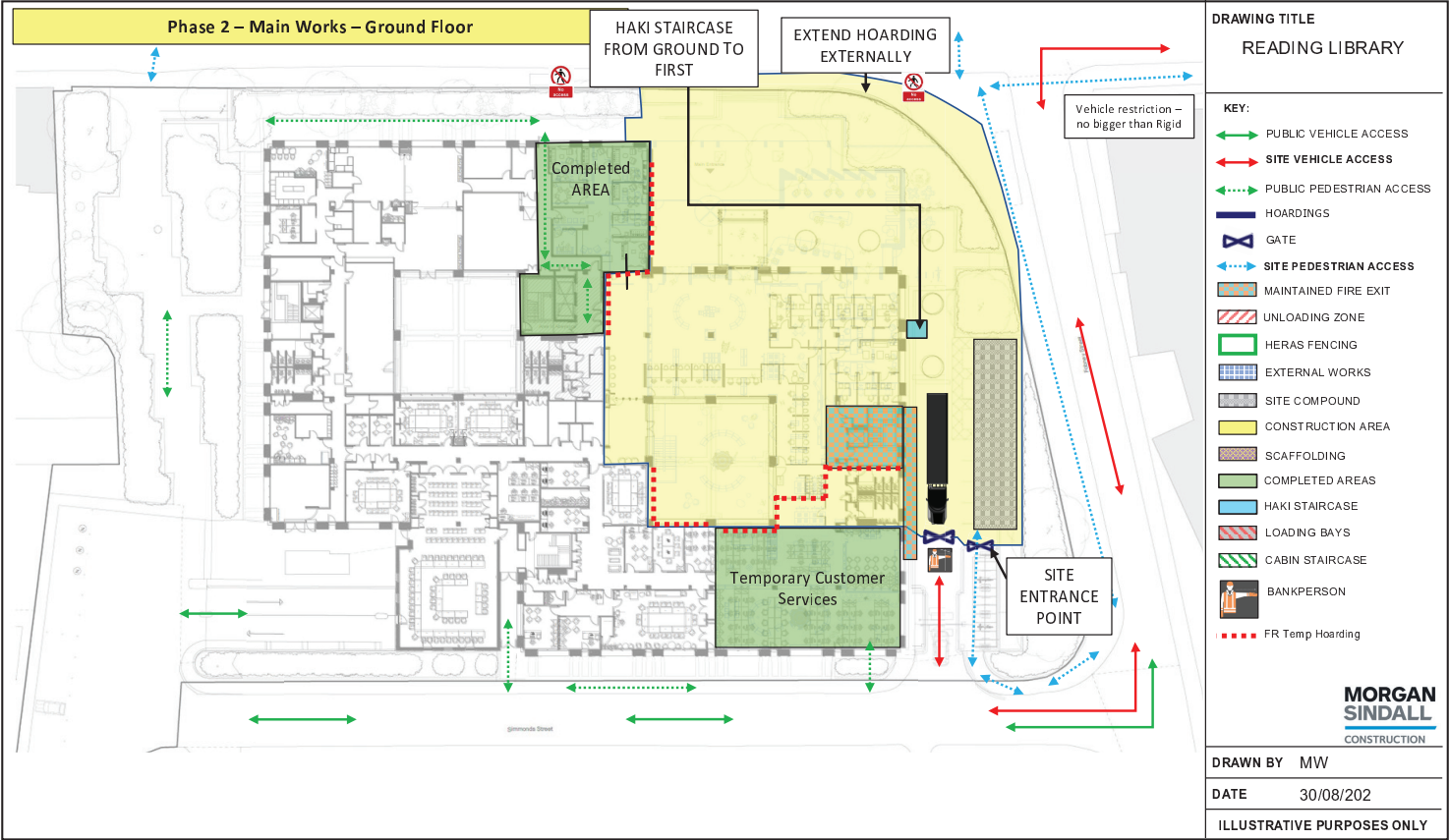
**MORGAN
SINDALL**
CONSTRUCTION

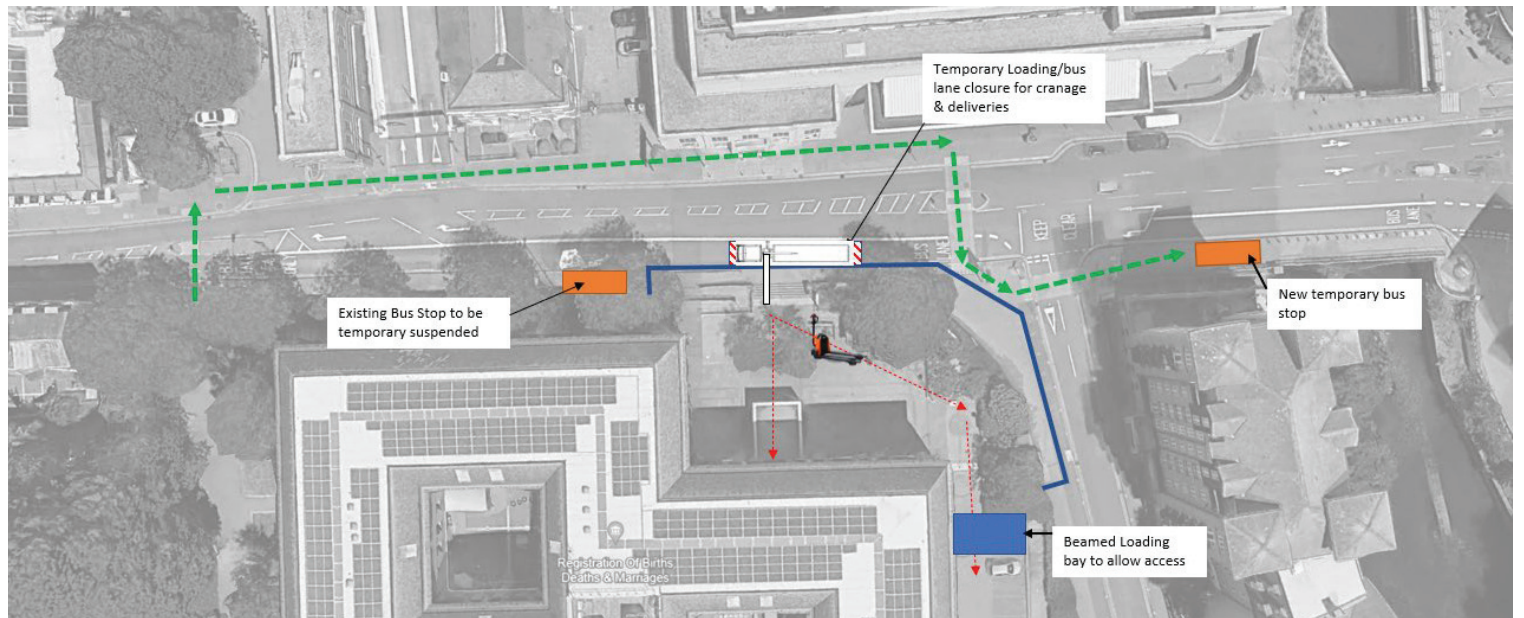
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DATE 30/08/2023

ILLUSTRATIVE PURPOSES ONLY

Phase 3
Main Works







Access

Access with construction vehicles will be required from July 24 – December 25. This will be in and out of the site entrance. It's anticipated that we will have on average 10no. Construction Vehicles a day utilising this route.

PHASE 2 – MAIN WORKS – FIRST FLOOR



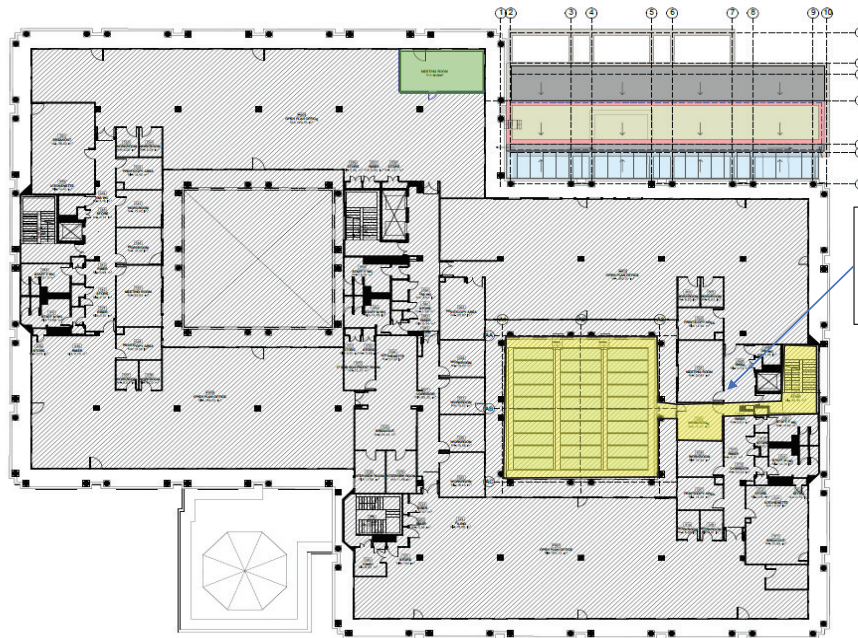
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MAIN WORKS – 1ST
FLOOR

- KEY:
- PUBLIC VEHICLE ACCESS
 - SITE VEHICLE ACCESS
 - PUBLIC PEDESTRIAN ACCESS
 - HOARDINGS
 - GATE
 - SITE PEDESTRIAN ACCESS
 - MAINTAINED FIRE EXIT
 - UNLOADING ZONE
 - HERAS FENCING
 - EXTERNAL WORKS
 - SITE COMPOUND
 - CONSTRUCTION AREA
 - SCAFFOLDING
 - COMPLETED AREAS
 - HAKI STAIRCASE
 - LOADING BAYS
 - SITE OFFICE/WELFARE
 - BANKPERSON
 - FR Temp Hoarding

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PHASE 2 – MAIN WORKS – 2nd Floor FLOOR



DRAWING TITLE

MAIN WORKS – 2ND
FLOOR

KEY:

- PUBLIC VEHICLE ACCESS
- SITE VEHICLE ACCESS
- PUBLIC PEDESTRIAN ACCESS
- HOARDINGS
- GATE
- SITE PEDESTRIAN ACCESS
- MATERIAL STORAGE
- UNLOADING ZONE
- HERAS FENCING
- EXTERNAL WORKS
- SITE COMPOUND
- CONSTRUCTION AREA
- SCAFFOLDING
- COMPLETED AREAS
- HAKI STAIRCASE
- LOADING BAYS
- CABIN STAIRCASE
- BANKPERSON
- FR Temp Hoarding

**MORGAN
SINDALL**
CONSTRUCTION

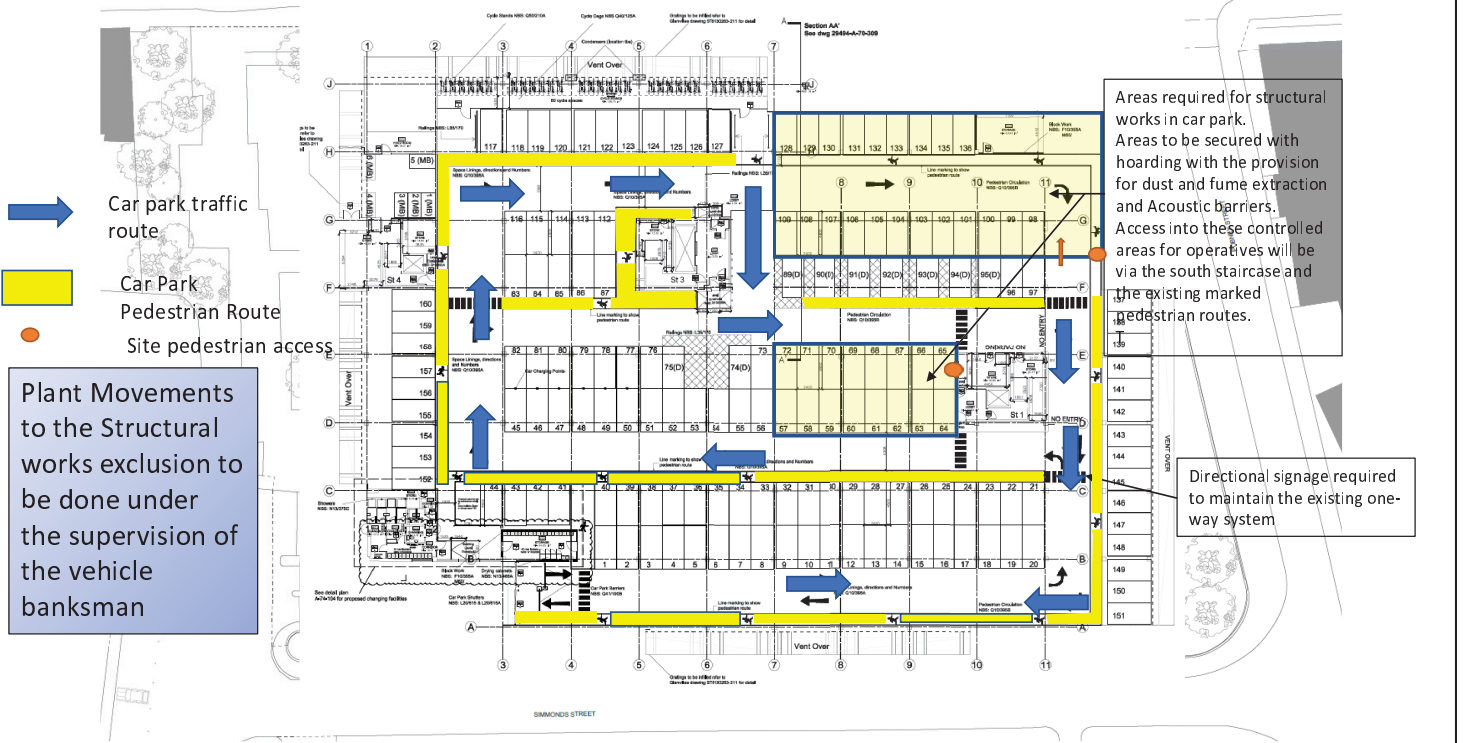
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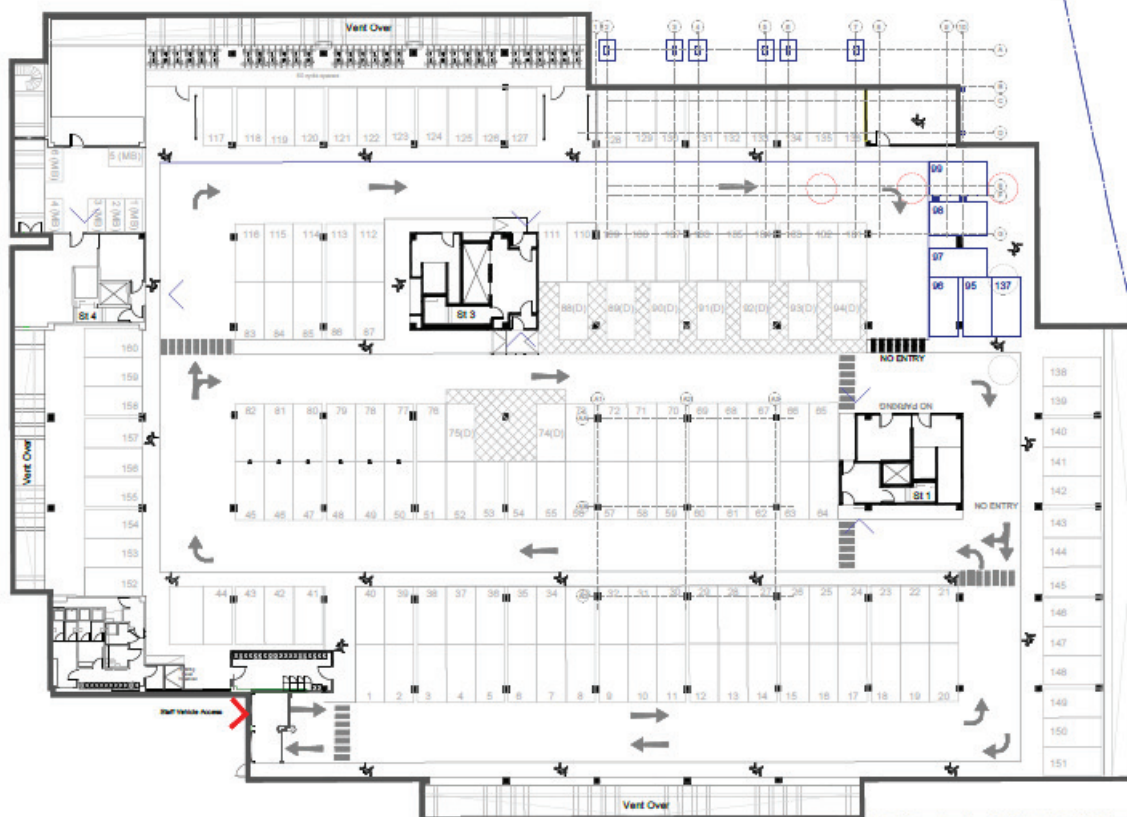
DATE 30/08/2023

ILLUSTRATIVE PURPOSES ONLY

Basement Work Areas

DRAWING TITLE

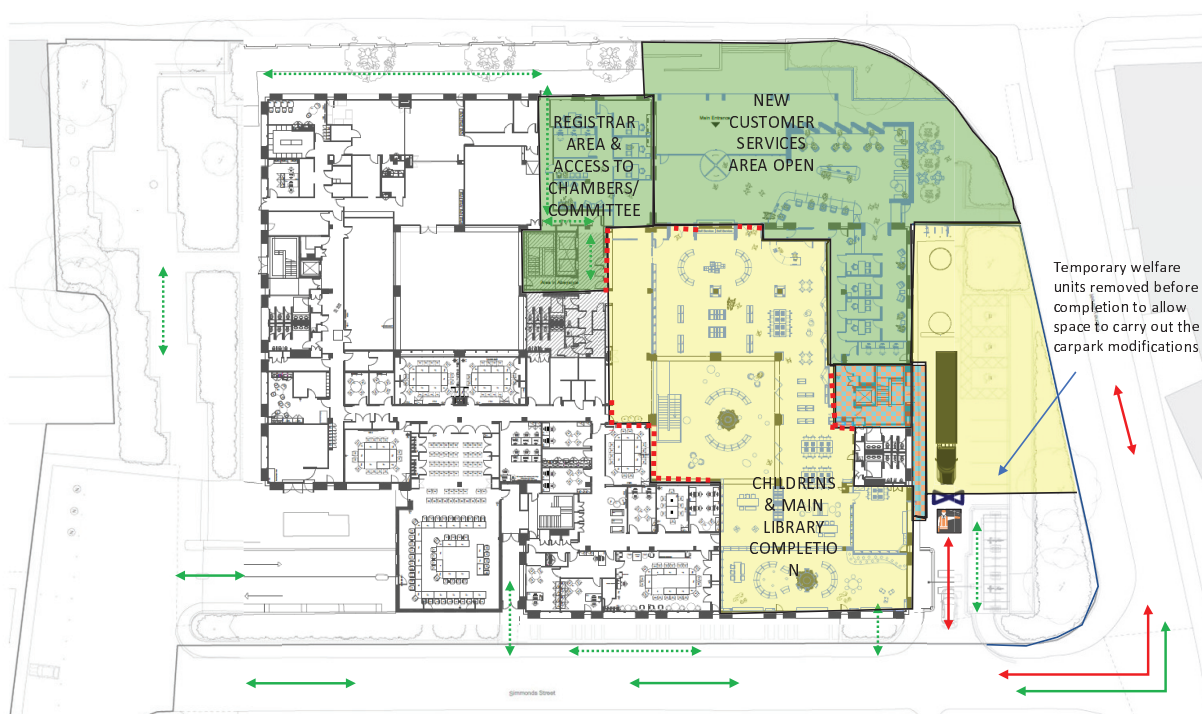




Revised
Basement
carparking
layout on
completion of
the required
structural
works.

Phase 4
RELEASE OF CUSTOMER SERVICE AREA

PHASE 4 – OPENING OF NEW CUSTOMER SERVICES – GROUND FLOOR



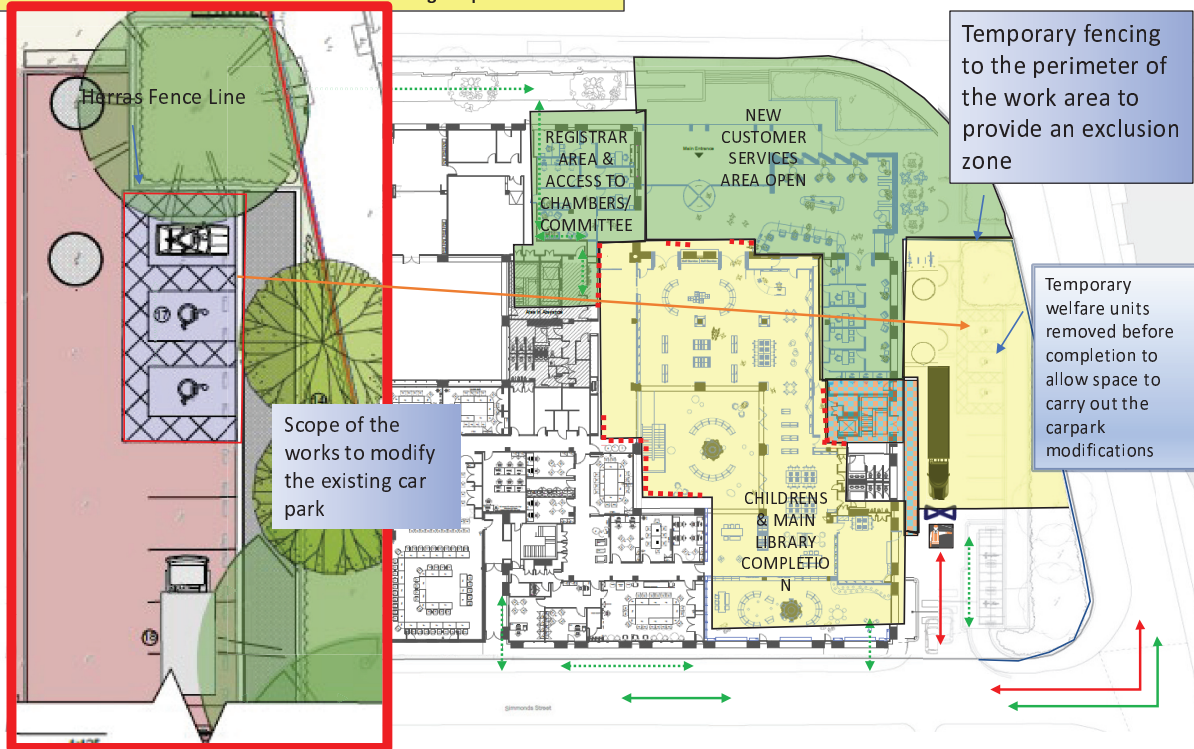
DRAWING TITLE CUSTOMER SERVICE MOVE GROUND FLOOR

KEY:	
	PUBLIC VEHICLE ACCESS
	SITE VEHICLE ACCESS
	PUBLIC PEDESTRIAN ACCESS
	HOARDINGS
	GATE
	SITE PEDESTRIAN ACCESS
	MAINTAINED FIRE EXIT
	UNLOADING ZONE
	HERAS FENCING
	EXTERNAL WORKS
	SITE COMPOUND
	CONSTRUCTION AREA
	SCAFFOLDING
	COMPLETED AREAS
	HAKI STAIRCASE
	LOADING BAYS
	CABIN STAIRCASE
	BANKPERSON
	FR Temp Hoarding

**MORGAN
SINDALL**
CONSTRUCTION

DRAWN BY	PS
DATE	30/08/2023
ILLUSTRATIVE PURPOSES ONLY	

PHASE 4 – Modifications to the existing car park



DRAWING TITLE

**CUSTOMER SERVICE
MOVE GROUND FLOOR**

KEY:

- PUBLIC VEHICLE ACCESS
- SITE VEHICLE ACCESS
- PUBLIC PEDESTRIAN ACCESS
- HOARDINGS
- GATE
- SITE PEDESTRIAN ACCESS
- MAINTAINED FIRE EXIT
- UNLOADING ZONE
- HERAS FENCING
- EXTERNAL WORKS
- SITE COMPOUND
- CONSTRUCTION AREA
- SCAFFOLDING
- COMPLETED AREAS
- HAKI STAIRCASE
- LOADING BAYS
- CABIN STAIRCASE
- BANKPERSON
- FR Temp Hoarding

**MORGAN
SINDALL**
CONSTRUCTION

DRAWN BY PS

DATE 30/08/2023

ILLUSTRATIVE PURPOSES ONLY

Highways Interfaces

Hoarding Location

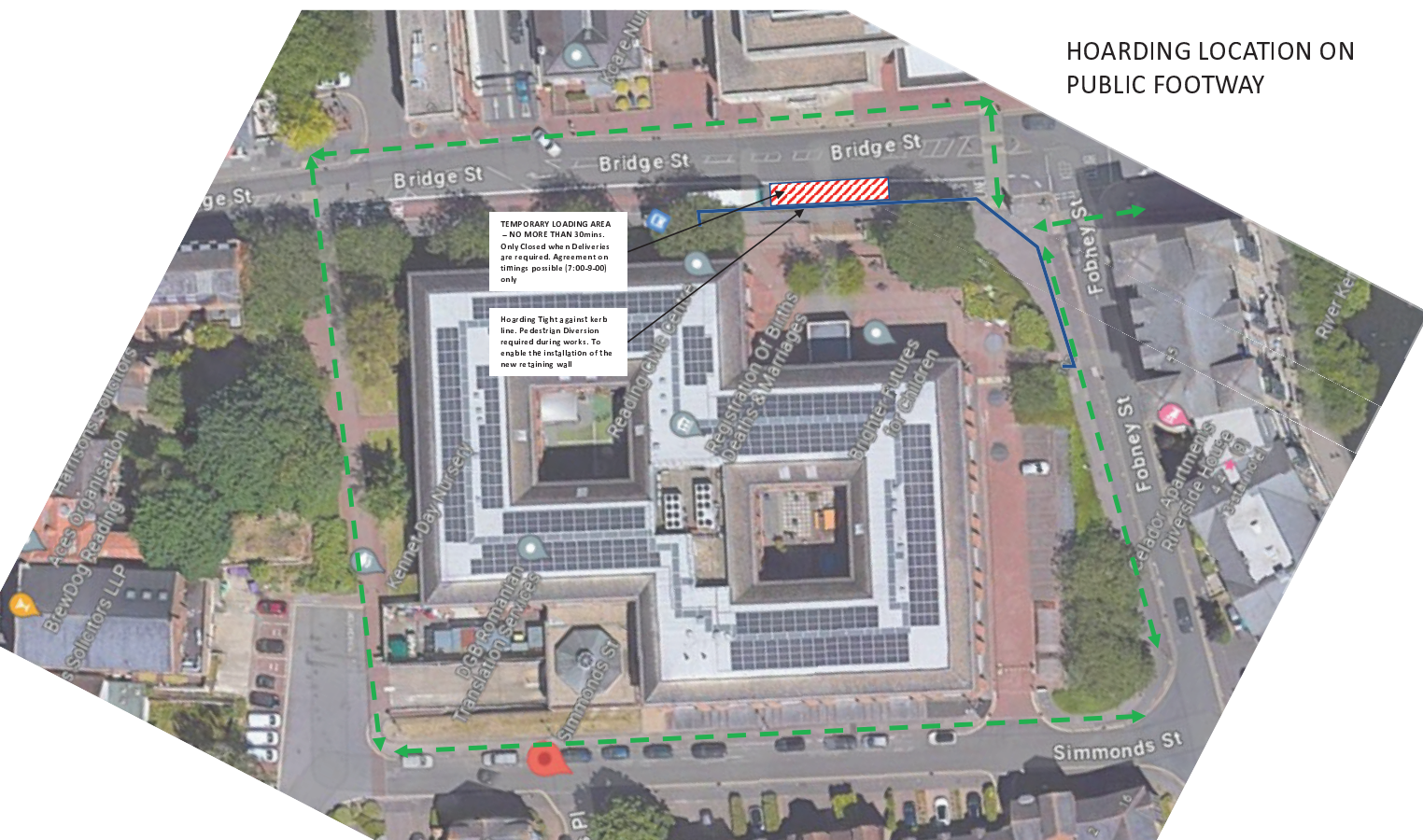
Hoarding will be located for 95% of the contract time. This is from October 24 to August 25

The Hoarding is needed to be positioned away from the new retaining wall that needs to be formed

We would like to take planned deliveries from the front of the building by temporary blocking off the bus lane for no more than 30min intervals

With the Restricted Street lighting being removed from the council building – temporary lighting will be installed along the hoarding

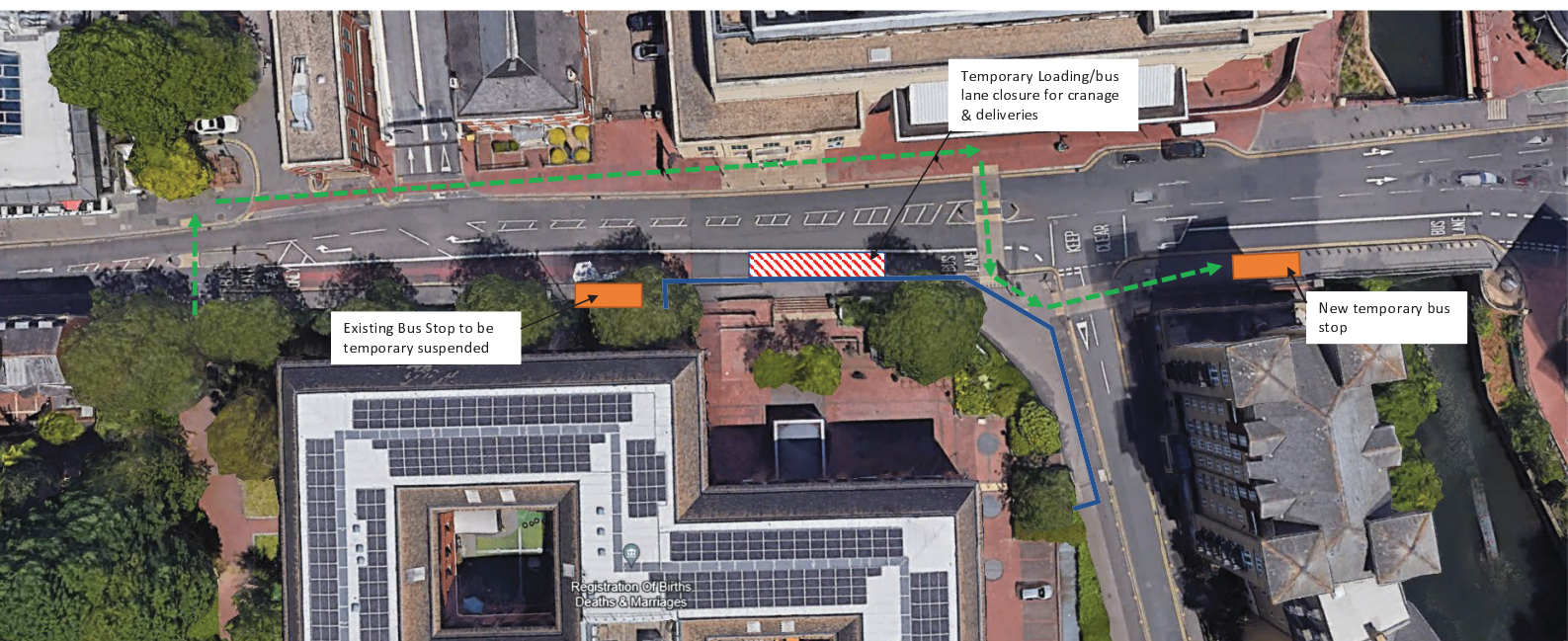
Solid timber hoarding with concrete Kentiledge.



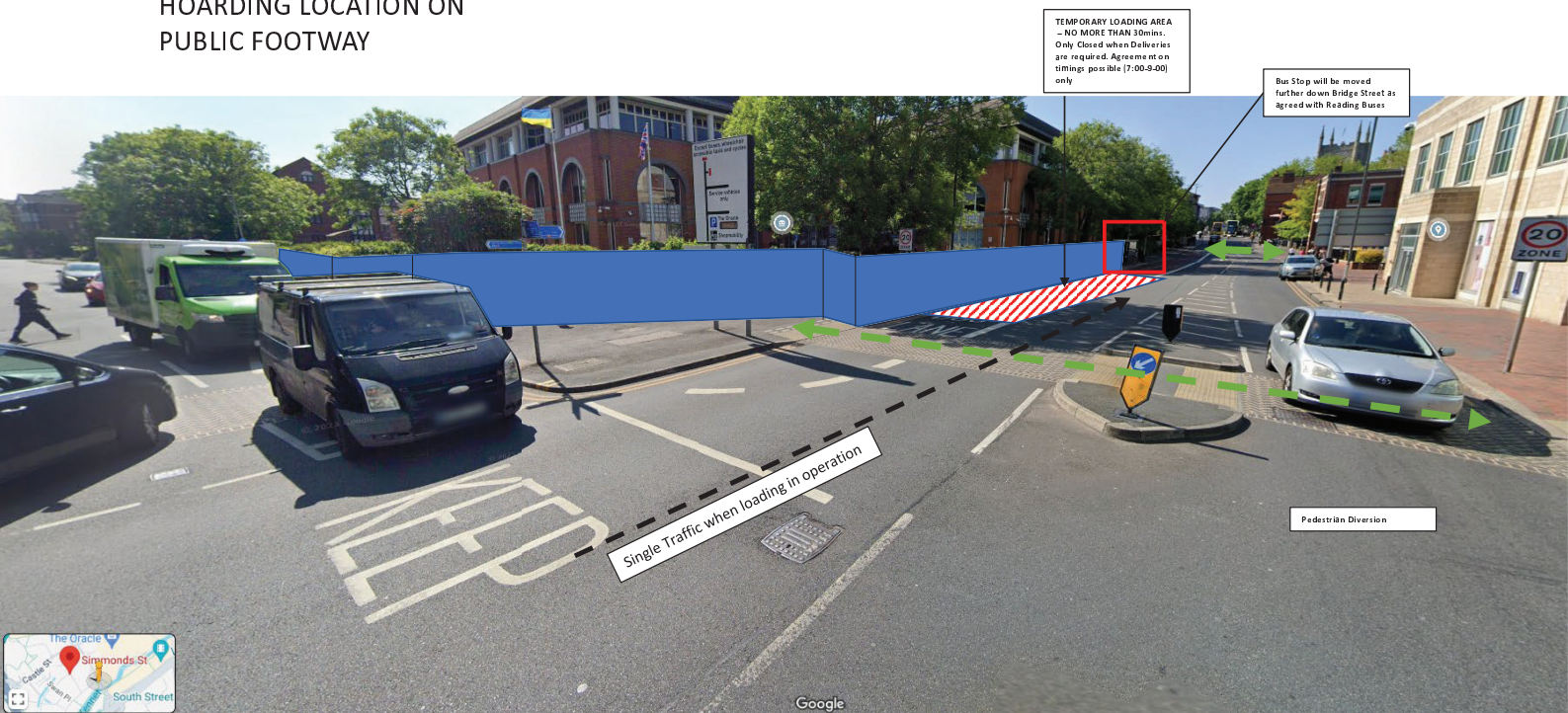
HOARDING LOCATION ON PUBLIC FOOTWAY

TEMPORARY LOADING AREA
- NO MORE THAN 30mins.
Only Closed when Deliveries
are required. Agreement on
timings possible (7:00-9:00)
only

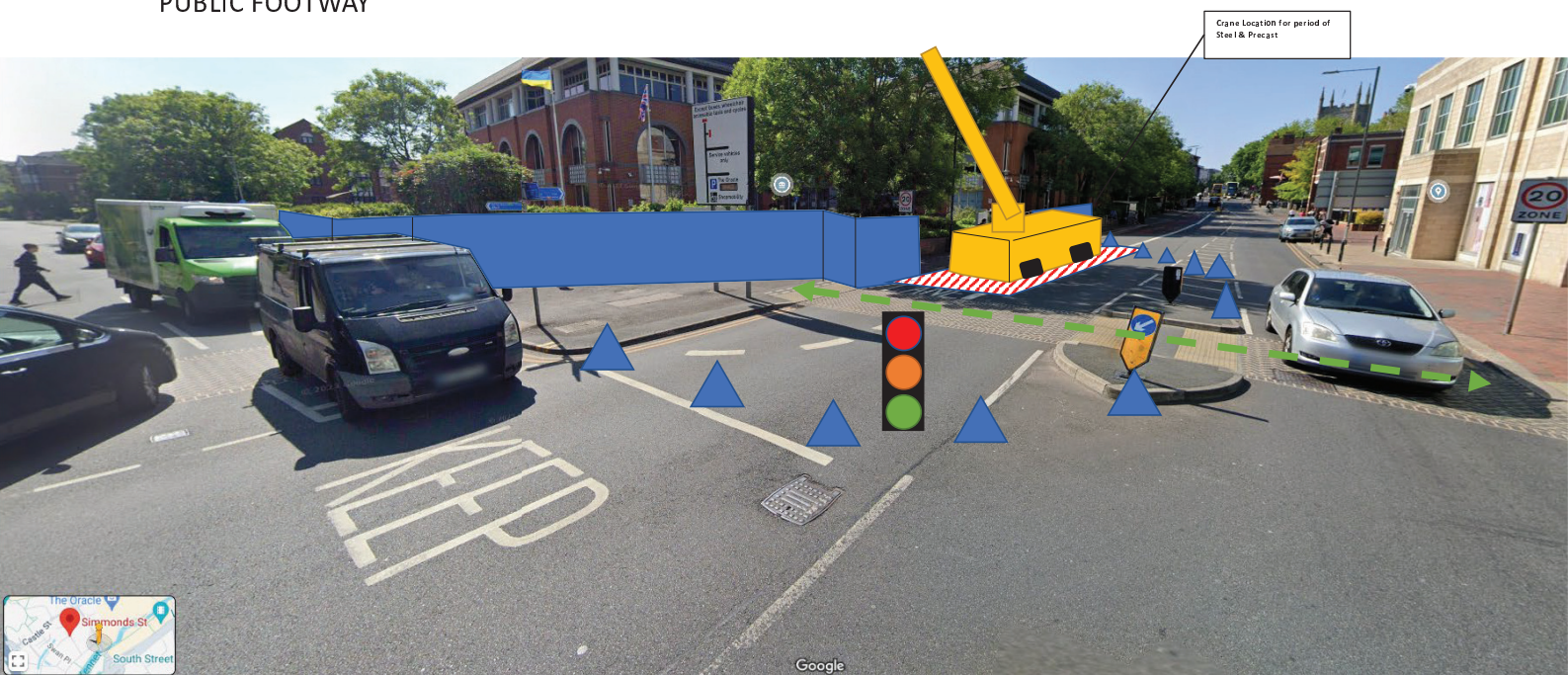
Hoarding Tight against kerb
line. Pedestrian Diversion
required during works. To
enable the installation of the
new retaining wall



HOARDING LOCATION ON PUBLIC FOOTWAY



HOARDING LOCATION ON PUBLIC FOOTWAY



MAIN WORKS CRANE LOCATIONS

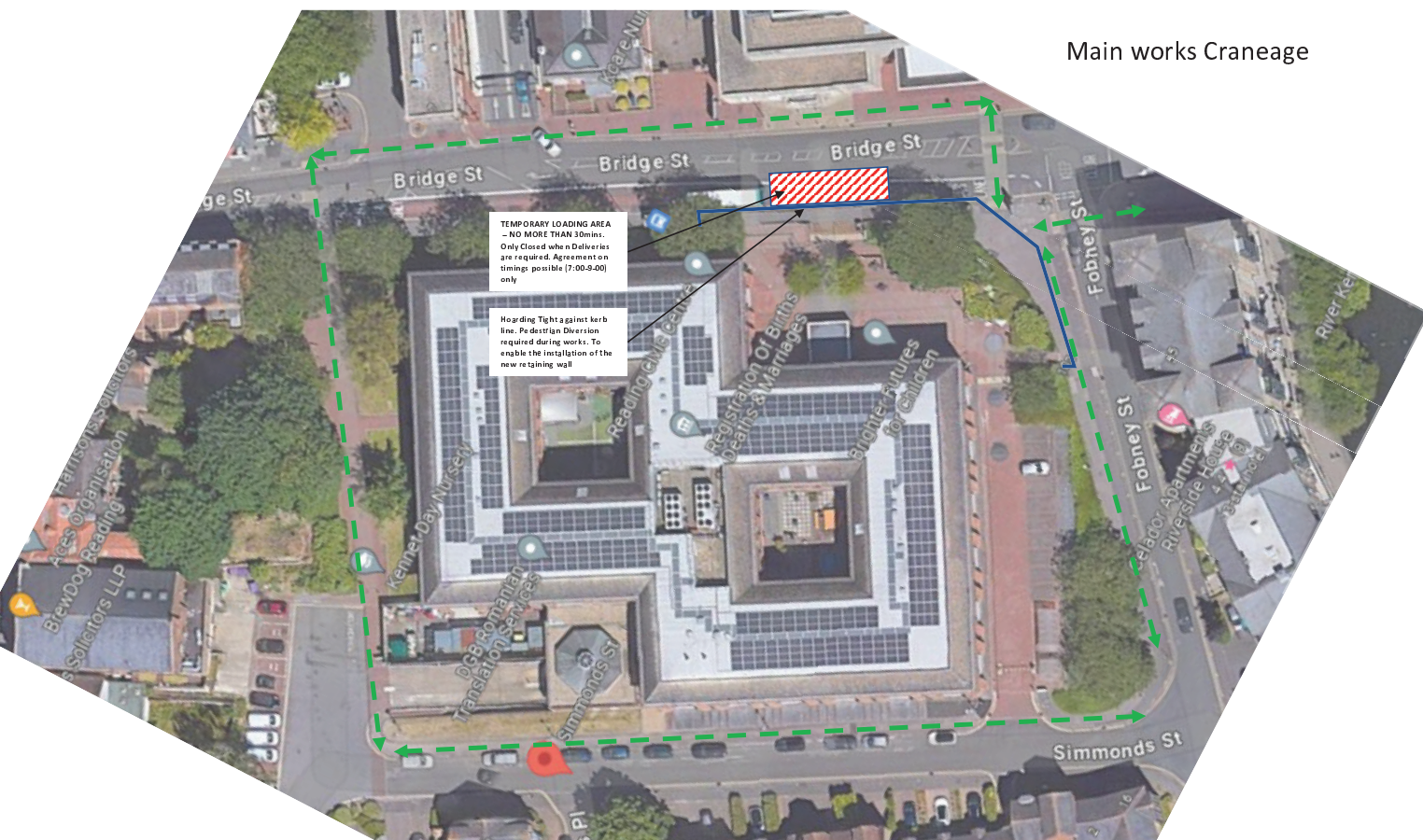
During the construction period there is a need for craneage along Bridge Street.

This includes:

Steel Installation to the new entrance 4 weeks in duration

For the entrance way works we believe we could maintain 2-way traffic by mounting the pavement with the crane.

The foot path closure on Bridge Street is subject to a TTRO



Main works Craneage